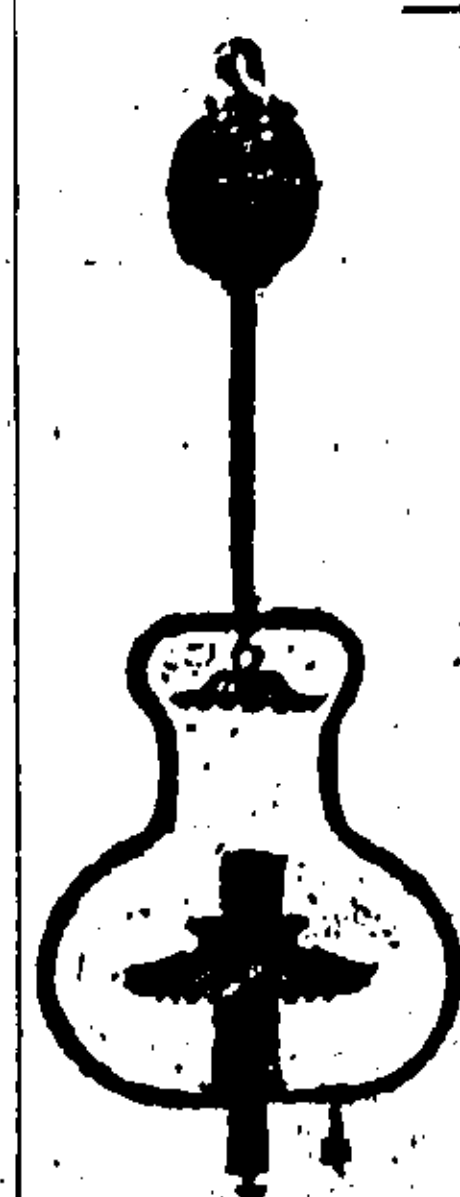


NAPHTHA of the best kind for **GASOLINE LAMPS** and **GASOLINE ENGINES**, kept in stock.

TAI KWONG CO.,
Des Vieux Roul Central.
August, 1906.



Intimations.

SPECIAL.

Powell's

ALEXANDRA BUILDINGS

Are now showing a Splendid Variety of

FASHIONABLE GOODS

at moderate prices.

SUNSHADES

from \$2.75 each.

Smart and Durable.

HOLLAND and DRILL SKIRTS

Well Cut, Newest Shapes, from \$5 each.

MUSLIN BLOUSES

Smart, Dainty. All Prices.

KID BELTS

White, Black, Reseda, Navy, Myrtle, Magenta, Sky, etc.

Latest Shapes, from \$1.50 each.

LINEN BELTS

will wash splendidly—can be laundered like a linen collar.

Adjustable Clasps—

SPECIAL PRICE

\$1 each.

POWELL'S
Alexandra Buildings.

Hongkong, 11th August, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS. SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.

SANDALWOOD BOXES (INLAID). HANDKERCHIEF BOXES, GLOVE BOXES.

MONEY BOXES, &c. LINEN HANDKERCHIEFS, JAVA SERONGS.

MANDARIN COATS, COTTON SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 18th day of August next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1906.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager.

Hongkong, 30th July, 1906.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from SATURDAY, the 18th day of August next, to the 18th day of August next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager.

Hongkong, 30th July, 1906.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 27th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 26th July, 1906.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of \$1.00 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held this day, will be Payable at the Hongkong and Shanghai Banking Corporation, on and after WEDNESDAY, the 15th August, 1906.

Shareholders are requested to apply to the Office of the Company for WARRANTS.

By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.

Hongkong, 14th August, 1906.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE.

IN accordance with Article XVI Section 7 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ending 30th June, 1906, of SEVENTY-FIVE CENTS per Share, payable to all Shareholders whose names were on the register on that date.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after FRIDAY, the 3rd August.

By Order of the Board of Directors,
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 31st July, 1906.

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Fonges, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

Entertainment.

HONGKONG VOLUNTEER CORPS.

A GRAND PROMENADE CONCERT

will be held on behalf of the Missions to Seamen on the

VOLUNTEER PARADE GROUND,

on

SATURDAY, August 18th, at 9.15 P.M.

Tickets: (\$3 and \$1)

may be obtained from Volunteer Headquarters and from Messrs. Kelly & Walsh.

Hongkong, 11th August, 1906.

To Let.

TO LET.

A HOUSE in WONG-NEI-CHONG ROAD.

"HAYTOR," THE PEAK. Immediate Possession.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Connaught Road.

A HOUSE in RIFON TERRACE.

FLATS in MORETON TERRACE.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 15th August, 1906.

TO LET.

GODOWN, No. 1, NEW PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st August, 1906.

TO LET.

A HOUSE in KNUITSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 31st July, 1906.

TO LET.

GODOWN, No. 9, DUDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 30th July, 1906.

TO LET.

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 5th July, 1906.

TO LET.—FURNISHED.

FROM 1ST OCTOBER TO 30TH APRIL NEXT.

"THE NEUK," MOUNT KELLET, PEAK, a 6-Room Bungalow, Tennis Court and Garden.

Apply by letter only to—

HO TUNG, "Idlewild," Seymour Road.

Hongkong, 31st July, 1906.

TO LET.

NO. 1, ANTRIM VILLAS, Des Voeux Road, KOWLOON.

(on the sea front).

A Five-roomed House with a Large Square Hall.

Apply to—

HUGHES & HOUGH, 8, Des Voeux Road Central.

Hongkong, 28th July, 1906.

TO LET.

HOUSES in MORRISON HILL GAP ROAD.

4 Rooms with necessary Bathrooms and Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.

GODOWN, No. 9, "WILD DELL" BUILDINGS.

Apply to—

PERCY SMITH & SETH, Accountants and Auditors, &c., 5, Queen's Road Central.

Hongkong, 24th July, 1906.

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906.

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.

Apply to—

THE SECRETARY, Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906.

TO LET.

NO. 2, OLD BAILEY.

Apply to—

ARRATON V. APCAR & Co., 45, Wyndham Street.

Hongkong, 8th August, 1906.

DR. MORRISON ON MANCHURIA.

REPLY TO CORRESPONDENT'S CHARGES.

It appears that in his recent dispatch to the *Times* on the situation in Manchuria, Dr. Morrison stated that Japanese goods were imported into Manchuria duty free through Tairen and Antong-cheng and that foreign goods could not compete against them. The revenue of the Newchwang Customs is deposited in a Japanese bank, continued the dispatch, and the money used by the Japanese Government for its own purposes. "In Antong-cheng the Japanese Government has purchased an extensive piece of land on the river front at a nominal price, and in consequence the Chinese Government could not find a site suitable for a Customs House."

A Tokyo dispatch states that these statements of Dr. Morrison are incorrect, and gives the following as the true facts of the case:—

1.—Goods are imported duty free through Tairen and Antong-cheng. This is the natural consequence of the absence of Customs Houses at these places, and Japanese and foreign goods are admitted duty free alike, no discrimination being made against foreign goods. A light railway has been constructed between Antong-cheng and Mukden, but it is exclusively used for military purposes, so that the transportation of merchandise by this route is almost entirely nil. It is hardly possible that so much merchandise can be imported into the interior through Antong-cheng that the goods can compete against those imported through Newchwang and other places, where a Customs duty is imposed on the importation of goods. The Japanese Government has no objection to Customs Houses being established at Tairen and Antong-cheng by the Chinese Government, and then the free admission of goods through those places, which the *Times* correspondent complains, will soon be remedied.

2.—The Customs revenue of Newchwang is deposited in the Specie Bank as reported by Dr. Morrison. This proceeding is approved by the Chinese Government. The local Japanese authorities are utilising a portion of the Customs revenue for public purposes, such as the repair of roads and the police and sanitary expenses, and the remainder is to be refunded to the Chinese Government upon the evacuation of the port by the Japanese Army. The Japanese Government never uses a cent of the Customs revenue for its own purposes.

3.—The Japanese authorities have purchased land along the water front of the river in Antong-cheng as reported by Dr. Morrison. The land so purchased is intended for the use of the railway, and has been bought at a fair price by mutual agreement between the Japanese authorities and the owner of the land. It is not difficult for the Chinese Government to find land suitable as a site for the Customs House, as there is ample ground left for the purpose.

A Peking dispatch to the *Asahi* says:—"Discontent is growing among the Chinese owing to the attitude of the Japanese in Manchuria. Cautioning those who disapprove of the Japanese operations in Manchuria, Prince Su declares that Japan is carrying into practice her pledge given before the war in regard to Manchuria, 'making a hard fight' for the return of the territory to China, and opening it to foreign trade. 'If this good faith of Japan is ignored, and she is found fault with for little shortcomings, it will only create ill-feeling in Japan, says the Prince, with the result that Japan will refuse her assistance in any national emergency of China.'"

A Tokyo dispatch states that the Japanese Government has no objection to the establishment of a customs-house at Tairen but points out that no office is established at the frontier of North Manchuria, and goods are freely imported into Manchuria from Russia and other countries by rail. Chinese goods are similarly exported. If the Chinese Government wishes to establish a Customs House at Tairen, a similar office must be the frontier of North Manchuria, and until this is done the Japanese Government will not consent to the establishment of a Customs House at Tairen.—*Japan Chronicle*.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 18th August, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDRY

HOUSEHOLD FURNITURE,

also

A quantity of CROCKERY WARE.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 15th August, 1906.

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF

POLICE, to sell by

PUBLIC AUCTION,

on

SATURDAY,

the 18th August, 1906, at 11 A.M., at the Tsim-sha-tui Police Station, Kowloon,

An 8-Horse Power MARINE MOTOR ENGINE.

TERMS:—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 15th August, 1906.

Intimations.

OF THE MULTITUDES

who have used it, or are now using it, we have never heard of any one who has been disappointed in it. No claims are made for it except those which are amply justified by experience. In commending it to the afflicted we simply point to its record. It has done great things, and it is certain to continue the excellent work. There is—we may honestly affirm—no medicine which can be used with greater and more reasonable faith and confidence. It nourishes and keeps up the strength during those periods when the appetite fails and food cannot be digested. To guard against imitations and substitutions, our "trade mark" is put on every bottle of "Wampole's Preparation," and without it none is genuine. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Taken before meals it creates an appetite, aids digestion, renews vital power, drives out disease germs, makes the blood rich, red and full of constructive elements, and gives back to the pleasures and labours of the world many who had abandoned hope. Dr. S. H. McGee, of Canada, says: "I testify with pleasure to its unlimited usefulness as a tissue builder." Its curative powers can always be relied upon. It makes a new era in medicine, is beneficial from the first dose and represents effective medical treatment of the twentieth century. "You can trust it as the Ivy does the Oak." One bottle convinces. Watch carefully against imitations. At all chemists here and throughout the world.

12

NAVY CONTRACT.

TENDERS are invited for performing "UPHOLSTERY WORK" for H.M. DOCKYARD, Hongkong, for a period of Twelve Months, from 1st September, 1906.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. DOCKYARD, Hongkong, and should be returned not later than Noon on THURSDAY, 23rd August, 1906.

A Deposit of \$100 (One Hundred Dollars) will be required when applying for Tender forms, to be returned if the Tender is declined.

Hongkong, 15th August, 1906.

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A Deposit of \$100 (One Hundred Dollars) will be required when applying for Tender forms, to be returned if the Tender is declined.

Hongkong, 15th August, 1906.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER

SPARKLING
INVIGORATING
HEALTH-GIVING.During the Hot
Damp Weather when
Heavy Drinks are outof the questions, one's
thoughts naturally
turn to "RAINIER."

Per Case of 4 doz. quarts...\$16.50

Per Doz. quarts ... 4.20

Per Case of 6 doz. pints ... 16.50

Per Doz. pints ... 2.75

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 11th August, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to "The Editor, The Hongkong Telegraph," and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.

SUBSCRIPTION RATES IN ADVANCE.
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. The daily issue is delivered free when the postage is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 16, 1906.

"SOMETHING ATTEMPTED,
SOMETHING DONE."

At intervals during the past ten or fifteen years the Siam Government has flirted with the idea of adopting a waterworks system which should embrace the metropolitan area. French and English engineers have been engaged to spy out the land and frame schemes for the provision of an adequate supply of fresh water for those residents in Bangkok. There exist to-day in the archives of the country reams of paper covered with statistical data intended to convince the Government that the schemes submitted would meet the requirements of the people. But up to the present time nothing has been done to carry into effect what would probably prove one of the most important improvements in the Kingdom of Siam. Now and again the proposals of the past and gone engineers are resurrected from their moth-eaten covers, only to be carefully hidden away again in the depths of the undesired. And yet Bangkok, the capital city, with a population ranging anywhere between 400,000 and 600,000 people, is without a domestic water supply. Some attempts have been made to obtain water by means of artesian wells, but it can scarcely be seriously suggested that such wells would meet the needs of a city exceeding in size the Colony of Hongkong. In passing, we need hardly remind readers that Siam aspires to become a second Japan, and is bent on introducing Japanese methods of reform. The Crown

Prince has been credited with a desire to espouse a Japanese princess in order that the bond between the two countries may be cemented. But we look vainly in the Siam Budget for 1906-1907, just published, for any indication that some attempt at progress in the matter of a satisfactory water supply is likely to be started next year. The Bangkok Times, in no sarcastic spirit, remarks: "The Budget Report for the current year is on familiar lines and the main points dealt with are generally known." Although the excess of expenditure over revenue in 1905-1906 amounted to \$88,250,000, or, roughly, about £37,000, it is covered by the balance of the £1,000,000 loan which was floated in London at 4½ per cent. last year. The energies of the Government appear to be mainly directed towards railway construction, which, while a commendable feature of the Budget Report in itself, should not exercise the attention of the Public Works Department to the exclusion of pressing needs such as that mentioned. It is satisfactory to note that the Irrigation Department is pressing forward its campaign against the droughts which periodically work havoc with the great staple of the country, the rice crop. Our contemporary remarks that: "Of the proceeds of the foreign loan there was left at the beginning of the present financial year approximately tcs. 3,713,224. But this loan account is budgeted to provide tcs. 7,250,000 during the current year for railway construction, and we are therefore told that it will be necessary for Siam to again raise a further loan for productive public works. Another and larger loan is fully justified in view of the great amount urgently requiring to be done in the way of such works." Turning to the exchange and currency report, which may be described as the special department under the control of Mr. C. Rivett-Carnac, we find that the efforts made three years ago to fix the value of the tical on a gold standard have come to fruition. Mr. Rivett-Carnac writes: "It had become evident that there was no prospect of the Singapore dollar being fixed by the Straits Government at so low an exchange value as two shillings, and there was therefore no longer any advantage to be gained by continuing to maintain the equivalent ratio of 16.67 for the tical. Partly with the object of giving to the tical an exchange value more easily measured against the pound sterling and partly in order to raise its exchange value to a point somewhat more in excess of its intrinsic value, the Government determined in November last to raise the selling value of the tical to 16 ticals to the pound sterling equivalent, or 1s. 3d. per tical, and in the month of January last the new rate was attained by the local banks making large purchases from the Government at that rate. Meanwhile the Government has accumulated heavy gold balances in London and the banks have been notified that the Government is now prepared to sell drafts on an exchange rate of 1s. 2½d. per tical thus making the value of the tical effective at 1s. 2½d. to 1s. 3d. per tical." It would therefore appear that the currency question in Siam has adjusted itself, partly through the foresight of the financial advisers of the Government and partly through the action of the Straits Government in fixing the value of the dollar at 2s. 4d. There was a slight decrease in the total value of the imports last year and a slight increase in the exports. Rice accounted for 77 per cent. of the total exports in 1905 as compared with 80 per cent. in the previous year. The tea export was the greatest on record, exceeding three-quarters of a million sterling. There cannot be the slightest doubt that taking the Budget as a whole the position of Siam is most satisfactory, and if only local reproductive works were undertaken in proportionate degree to the irrigation and railway works there would be no opportunity for cavillers to exercise their carping propensities. Siam should find little difficulty in raising another loan on the strength of her undoubted material prospects, and it is to be hoped that part of that loan will be devoted to ameliorating the condition of those whose vocations compel their residence in the metropolis, and thereby put an end to the annual recurrence of fevers and diseases which devastate the community during the dry season.

A HONOLULU Journal publishes a San Francisco despatch, dated July 22, to the effect that Mr. E. H. Harriman has bought the O. & O. steamers *Coptic* and *Doric*. The same paper makes the following comments on the message: "For some time it has been rumoured in shipping circles that a deal of this nature was about to be made, Harriman having seen an opportunity of establishing a line of steamers connecting Nagasaki with Vladivostok and Shanghai. Such a line was in contemplation by a Russian company, necessitating haste to forestall them and prevent the monopolizing of the trade of these important points to the disadvantage of the Americans. The establishment of this line by the Pacific Mail Company will also do away with the necessity of the big liners calling at Shanghai, which, on the outward trips particularly, has always proved expensive."

HONGKONG DOCKS AND MISSED OPPORTUNITIES.

Considering the number of those in Hongkong who are either directly or indirectly connected with the shipbuilding and shiprepairing industry much interest will have been aroused by the paragraph which we were enabled to publish last evening, through the courtesy of Mr. Amos P. Wilder, Consul General for the United States, regarding the requirements of the Transportation Department of the Philippines. In the ordinary course of things, the notice would probably have been advertised, but the Insular Government has become parsimonious in these days and delegates to its consular representatives the duty of giving publicity to the wants of its various Departments through the consulates, thereby throwing additional work on a hardworking body, and it is to be feared, sometimes limiting the number of inquiries which might otherwise be made. The notice in question stated that the Transportation Department were asking tenders for the construction of a sea-going tug, a stern paddle wheel steamer and a hull for a steam launch. We understand that specifications have been forwarded not only to Hongkong but also to Shanghai and Japan, so that it is obviously the desire of the Philippine Government to secure bids from all the principal shipbuilders, firms in the Far East before the contracts are allotted. At present the keenest competition exists in the shipbuilding and shiprepairing industry, and it is imperative that if Hongkong is to maintain its reputation as one of the chief shipbuilding centres in the Far East, those responsible for the conduct of the affairs of the Hongkong and Whampoa Dock Company must be up and doing. Shanghai is again prepared to teach Hongkong a lesson in the matter of hustling. While casting no reflections on the directors of the Hongkong and Whampoa Dock Company we would direct their attention to the fact that the rivalry of the Shanghai Dock and Engineering Company has become no less keen since its reconstruction. Taking time by the forelock, the directors of the latter concern have delegated the powers of the board to Mr. Turnbull, the energetic representative of the Company (who, some five years ago, successfully completed against the Hongkong and Kawasaki dockyards and other similar enterprises in the Far East in securing the contracts for the construction of gunboats required to patrol the waters of the Philippines) to secure whatever business there may be obtainable in the American dependency. At present Mr. Turnbull is on a visit to Manila, and although he has given it out that he is there on a visit to old friends, he has admitted that he is prepared to combine business with pleasure. The activity of the northern Company may be fittingly contrasted with that of the local enterprise, whose attitude seems to savour somewhat of either lordly indifference or senile apathy. In this connection we would recall the case of the U.S. transport *McClellan*, the breakdown of whose machinery was the subject of comment in the Press of Singapore and Hongkong. Two months ago it was a well-known fact that the machinery of the *McClellan* was in a broken-down condition, and that the boilers alone required repairs to the extent of \$65,000, so that the work in connection with the docking and overhauling of the transport would ultimately mean the expenditure of a round lakh of dollars. We suggested to the directors of the Hongkong Docks the advisability of despatching a competent engineer to the Philippines with the object of securing from the authorities at Cavite the order for the docking and repairing of the disabled transport. But that suggestion, which had the warm support of many interested in the local company, has not been acted upon, or, at any rate, no information has been allowed to appear to the effect that a representative was sent to the Philippines prior to the arrival in Hongkong, about three weeks ago, of the notice calling for tenders for the necessary work required on the *McClellan*. Why there should be all this indifference at a time when competition is so great and work on the other side of the harbour is apparently so slack, it is difficult for us to comprehend. As far as we can see there can be no reason why money should not have been spent and energy exercised in order to secure for Hongkong, before any rivals were in the field, the docking of the *McClellan* at Kowloon. It may have happened that Mr. Turnbull, on behalf of the Shanghai Docks, had anticipated the arrival of any Hongkong representative who might have been sent late in the day by the local Dock Company. If so, on the principle of "first come, first served," Mr. Turnbull, with his persuasive powers, as evidenced in the past, may be depended upon to have used his best efforts in the interests of the Company he represents. And in that case where will Hongkong be? We regret that we have fallen upon times when a business undertaking of the magnitude and importance of the Hongkong and Whampoa Dock Company, capably conducted, as it is admitted to be, by its chief manager and his technical staff, should be guided by an administrative body so apathetic to the suggestions of the Press, re-

presenting, as we may claim to do, a large section of the shareholders. It is eminently desirable that at the forthcoming meeting of shareholders questions should be submitted to the Board with the view of elucidating the real reasons why Hongkong sat still while its more energetic rivals were straining every nerve to secure the legitimate business which awaits the successful competitor. Much useful information should be elicited to which the shareholders no less than the general public are entitled. It should not be forgotten that the *Dewey* is already prepared to dock vessels belonging to the United States Navy. It was expected that the *Albatross*, one of six transports attached to the *Albatross*, had to have been sent to Hongkong to be overhauled, but the latest news to hand is to the effect that she will now be docked on the *Dewey* and whatever repairs might have been carried out at Kowloon will now be made at Olongapo, which is another reason why the Hongkong and Whampoa Dock Company should lose no opportunity of exerting itself to the uttermost when business offers.

LOCAL AND GENERAL.

We have received a letter from a discerning correspondent to the effect that King Alfonso is reported to be in Aberdeenshire, Scotland, shooting grouse with a rifle (*sic*). We beg to inquire: "Why grouse about it?"

On Sunday next Mr. Szentirmai, Consul for Austria-Hungary, and Mme. Szentirmai, will be "at home" at their residence, No. 65 the Peak, for a *soirée* having for its object the entertainment of His Royal Highness the Prince d'Udine of Genoa, and giving the *élite* of Hongkong an opportunity of meeting His Royal Highness.

The appendicitis controversy now going on before the Academy of Medicine has received a startling contribution from Prof. Blanchard, who states that in a great number of cases of appendicitis the primary cause is the presence of worms in the intestines. These worms attack the mucous membrane, causing frequently wounds so grave as to result in appendicitis.

At the instance of Mr. Dillon, of the Public Works Department, six coolies were charged before Mr. F. A. Hazeland, this morning, at the Police Court, with removing earth from Crown land at Fat-tsz-nui, yesterday, without a permit from the Director of Public Works. It transpired that the first defendant engaged the others to do the work and he was ordered to pay \$10, while the remainder were discharged.

Lo Tam Fat, unemployed, with no fixed place of abode, pleaded guilty before Mr. H. J. Gompertz, at the Police Court this morning, to stealing some clothing and a watch and chain, valued at \$2.80, from a "boy" employed at the Royal Engineers' Mess, and a clock, valued at \$5, the property of Staff Sergeant Ruse. His Worship ordered accused to be exposed in the stocks for six hours, and to go to gaol for six weeks with hard labour.

THE R. M. S. *Empress of Ireland*, of the Canadian Pacific Railway Company's mail lines, which sailed from Rimouski at 10 a.m. July 13, with mails, arrived at Moville, Ireland, via Cape Race (the southern route), at 11.20 a.m. July 19, making the run in five days twenty-four hours and fifty minutes, thus breaking the record eastward over this course. This is the maiden voyage of the *Empress of Ireland* and forecasts what may be expected of her in the near future.

It is stated that D. Co., R.W.K., will play the Royal Engineers this afternoon at 5.30 p.m. in the Hongkong Water Polo Shield Competition. The Royal Hongkong Yacht Club are playing the 8th Co. R.G.A. on Wednesday, 22nd inst. The Royal Hongkong Yacht Club are trying to arrange a friendly match with the E. stern Extension Telegraph staff on Monday, 20th inst., to be played at the V.R.C. Club. The A. V.R.C. picked team are playing a friendly match with the Eastern Extension Telegraph staff to-morrow at the V.R.C. Club.

RUMOUR has it that Vancouver is to have another line of freight steamers to the United Kingdom. The inauguration and operation of the new freight service is stated to be the work of Messrs. Andrew Weir & Co., of Glasgow, who intend competing with the Blue and White Funnel liners of the Holt Company. The course outlined for operating the new line is via the Suez Canal and Oriental ports and includes San Francisco as a way port. The Weir boats belong to the *Eric* line, which has two vessels on this coast already. One of the vessels is the *Superic*, now lying on berth at Glasgow, and the other is the steamer *Dunrobin*. A CHINESE excise officer, his right ankle covered with plasters and other minor cuts about his body, appeared to prosecute a villager of To-kwo-wan, before Mr. H. J. Gompertz, at the Police Court this morning, for assaulting him "during the execution of his duty." The excise man went with others last night to the village to make an opium raid. Instead of remaining in the group and so ensuring himself against any risk of being laid out, the complainant was alleged to have separated from the others. When the "opium smugglers," who by this time had vacated the house and were hiding about the place, saw the excise man, one man picked up a stone, which weighed something like four pounds, and hurled it at the officer. The missile struck the ground first and went against the opium man's ankle, knocking him over. The guilty one took to his heels immediately, but was run to earth some distance down the road. When the charge was read out to the accused this morning he denied it emphatically, and went on to explain that "he thought the complainant must have stabbed his ankle against the stone." The defendant had to pay \$15.

CANTON VICEROY ACTIVE.

REGULATIONS FOR ANOTHER RAILWAY.

PROPOSED ROUTE OF THE KWONG POO LINE.

[From Our Own Correspondent.]

Canton, 15th August.
The following proclamation as to the purchase of lands required in connection with the construction of the Kwong Poo railway has been issued under the signatures of Viceroy Shum and of Chang, Minister of Commerce:—
"Railways are most important for the purpose of enlarging the trade in the country. Recently the Kwong Hah Railway Company has been established, the shares of which have already been subscribed.
"The first section of the railway extends from the Chuen Lung Hou, of the eastern suburb of the Canton city, to Luk Kah Yuen of Whampoa—altogether 40 miles, and then from Whampoa passing Shat Lung through the districts of Tsang Shing and Tung Kwoon and Po Lo, Kwai Siu, Luk Fung of the Wai Chow prefecture, and the districts of Wai Loi, Poo Ning, Kit Yang of the Chiu Chow prefecture; beyond the city of Chin-Wai two prefectures, and passing Lu Ping to Amoy in the province of Fukien—altogether about 150 miles.
"The above has been sent in a memorial to the Emperor by the Board of Commerce. The first section from Canton to Whampoa has been examined by subordinate officers and the magistrate of Pun Yu. There is no disturbance whatever to the amenities of the inhabitants or the graves. The lands of the first lot should be bought immediately in accordance with the stamped deeds at present market prices.
"The Company should pay coolie hire for removing any houses or graves which may be deemed necessary for the construction of the line. Should the landowners want to be shareholders of the Railway Company, the company will issue share certificates to them, together with the money remaining to be paid them for their properties. But the landowners cannot raise the prices of their properties.
"A despatch has already been sent to the Pun Yu magistrate to protect the railway. The entire population residing along the first section of the railway must understand that the lands, houses, gardens, etc., required by the company must be sold in accordance with the present market prices.
"If any of you do not take my advice, he will be liable to severe punishment."

ALLEGED BRIBERY.

SANITARY INSPECTOR ARRESTED.

Quite a sensation was caused in certain circles in the Colony last night when it became known that a European sanitary inspector had been arrested by virtue of a warrant. While outsiders were wondering who the man could be and what led to his arrest, the subject of their conversation was being entered in the charge-sheet by Inspector Ritchie. After this had been done and other formalities gone through the sanitary inspector was taken to a cell to pass the night.

This morning, the inspector, whose name is Francis Ward, and who was a member of the local police force three years ago, before being transferred to the Sanitary Department, was brought before Mr. F. A. Hazeland, at the Police Court, to plead to the charge. The charge was "that Francis Ward, then being a public servant did unlawfully, on the 5th of August, 1905, accept a bribe of \$15; on 7th December, 1904, accept another bribe of \$30, and on 19th April, 1905, receive a further sum of \$10, with a view to influence his conduct as such public servant or to incline him to do an act contrary to duty as such public servant and contrary to the rules of honesty and integrity."

Mr. F. B. L. Bowley, of Messrs. Dennys and Bowley, Crown Solicitors, appeared for the prosecution, and Chief Detective Inspector Hanson watched the case for the police. The defendant was unrepresented.
Before his Worship had informed the defendant of the charge, Mr. Bowley said that he wanted to add a second charge against the defendant's name. It was to the effect "that on the 23rd, 25th and 28th June, 1906, the defendant did unlawfully obstruct the due course of justice by endeavouring to persuade one Chan Chai from giving evidence before the Commission." Counsel for the prosecution then asked for an adjournment.

His Worship—I think, Mr. Bowley, you had better supply the defendant with a copy of the charge you intend adding now and I will take his plea at the next hearing.
—Mr. Bowley—Very well, your Worship.
His Worship then read out to accused the charge of bribery against him and he pleaded not guilty in a low voice.

His Worship—Do you make an application for bail?
Accused replied in the affirmative with a nod of the head.
—Mr. Bowley—I would ask your Worship to make the bail a substantial one. The charge is a very serious one, your Worship.
His Worship—How much would you say?
Mr. Bowley—I leave that to the Court, your Worship.
His Worship—I cannot form an opinion on that unless you can say that the evidence you have is *prima facie* and that it is strong and incriminating.

Mr. Bowley—Yes, your Worship. I can. Bail was then fixed at \$1,000, and the case remanded until Wednesday next, at 2.15 p.m. No information could be obtained as to who the complainants in the case were or from what person defendant was alleged to have obtained the money.

The Irishmen of Montreal have presented to the C. P. R. a full complement of flags for the new steamer *Empress of Ireland*, as an evidence of their appreciation of the honour done to their nationality by the company in the name chosen for this splendid steamer.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

MALAYAN EXHIBITION.

WONDERFUL SHOW AT SINGAPORE.

H. E. SIR JOHN ANDERSON WAXES ENTHUSIASTIC.

[From Our Own Correspondent.]

Singapore, 16th August, 12.35 p.m.

The Malayan Agricultural Show was formally opened to-day by His Excellency Sir John Anderson, in presence of an immense gathering representative of all classes in the Straits Settlements and the Federated Malay States.

There was an amazing display of native arts and crafts.

The exhibition of agricultural products and samples of fruit grown in Malaya was abundant and exceedingly choice.

Rubber tappings, which showed the great strides made in the cultivation of this product, were a plentiful show.

A great number of residents came from the Federated Malay States to view the exhibition, and all were loud in its praise.

Few had any conception that Malaya produced such a variety of agricultural articles.

The animals which had been entered were of high class and breeding.

The Governor, in his opening speech, declared that the show would become an annual institution, by which it was intended to foster agriculture and encourage the cultivation of the soil, thereby bringing permanent prosperity to the land and increasing the riches of the population.

The show will be open for three days.

HONGKONG MANUFACTURED RIFLES.

GUN SHOP MASTER CONVICTED.

Further hearing of the case in which Ip Sing, the master of a gun shop, of No. 326, Queen's Road Central, was charged with submitting a false return to the Captain Superintendent of Police, relative to the quantity and quality of the guns in his possession, was concluded before Mr. F. A. Hazeland, at the Magistracy, this forenoon.

Detective-sergeant Grant prosecuted on behalf of the Police, and Mr. C. F. Dixon, of the office of Mr. John Hastings, defended.

There were no witnesses to be examined for the defence and Mr. Dixon addressed the Court at some length. He said in part that his client had not the slightest intention of deceiving the police when bogus guns were substituted for good ones. It was only carelessness on their part.

His Worship held that the offence committed by the defendant was a very serious one. It was his opinion that the guns were sold to pirates—presumably those on the West River. The defendant would pay a fine of \$850, and the bogus rifles would be forfeited to the police.

KOWLOON BOWLING GREEN CLUB.

The following are chosen to represent the above in the return match, against the Civil Service Club at Happy Valley on Saturday, 18th inst., at 4.30 p.m.

Rink No. 1. Rink No. 2.
A. Ramsay A. Kinross
T. Wright D. Harvey
R. Whyte T. Petrie
Wm. Ramsay Skip A. Milroy

Rink No. 3. Rink No. 4.
F. H. Dixon J. Ramsay
G. Wilson W. Hutchison
Wm. Russell G. Haxton
Jas Macdonald J. M. Henderson

RESERVES.

R. Lapsley, A. Austin, H. T. Richardson, W. J. Crawford, R. Hunter, T. Neave, and D. Gov.

SHIPPING AND MAILS.

MAILS DUE.

French (Polynesian) 20th inst.
German (Prins Waldemar) 27th inst.
Australian (Changhaia) 1st prox.

The M. M. Co.'s s.s. *Polynesian*, with the next French mail, will leave Saigon to-morrow, Friday at noon, for this port.

The Boston S. S. Co.'s s.s. *Tremont* sailed this morning from Manila and is expected here on Saturday afternoon.

The T. K. K. s.s. *Nippon Maru* will sail from Yokohama for this port on 18th inst., and is due to arrive in Hongkong on 28th prox.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.
NEW STEAMSHIP SERVICE.
BETWEEN MANCHURIA AND HONGKONG.

JAPANESE PROJECT WITH TEN MILLION YEN CAPITAL.

[From Our Own Correspondent.]

Shanghai, 16th August, 2.10 p.m.

The Japanese authorities in charge of the railway administration in Manchuria intend to inaugurate a steamship service in connection with the railway.

The vessels, it is reported, will carry cargoes of Fushun coal from Tairen (Dalny) to Hongkong and Shanghai.

For the return journey they will endeavour to secure cargoes of the articles which are specially required in Manchuria.

The service will start operations with a capital of ten million yen.

[Reuter's.]

King Alfonso in Scotland.

LONDON, 14th August.

King Alfonso of Spain and Queen Victoria are at Pyvie Castle, Aberdeenshire, grouse shooting.

The British Army.

The War office is offering bounties to the men of the disbanded battalions, to transfer to other regiments.

Obituary.

The sudden death of Mrs. Craigie (John Oliver Hobbes) is announced.

The Meeting of the King and the Kaiser.

The King has started for Marienbad. The papers emphasize the non-political character of his meeting with the Kaiser.

The "Times" on China.

The Times in an article discussing Chinese affairs gives tribute to the capacity and uprightness of Tang Shao Yi and admits that China has not always had fair treatment in the matter of railway concessions. It, however, protests strongly against the evasions and delays which concessionaires under the 1898 agreement are encountering, and against the present anti-foreign policy which is inspiring them.

Russia.

The Governor-General of Odessa has issued a ukase threatening severe punishment to employers who pay strikers during strikes, and also to inhabitants who fail to inform against terrorists to whom they have handed over money under threats of death. The ukase has caused a panic since it is impossible to comply with it.

LANGKAT DIVIDEND.

Messrs. E. S. Kadoorie & Co. inform us that they are in receipt of telegraphic advices from Shanghai advising that the Maatschappij tot Mij, Boeschen Landbouwexploitatie in Langkat, has declared a third interim dividend of 11s. 7d per share, making 11s. 22d so far for this year.

A CLAIM THAT FAILED.

In Summary Jurisdiction this morning, his Honour Mr. A. G. Wise, Puisne Judge, presiding, Tsui Man Po, of No. 15 Stanley Street, broker, sued Hung Mah Hoi, of No. 51 Graham Street, of No. 17 Queen's Road Central, and of No. 121 Des Vaux Road Central, broker, for the recovery of the sum of \$218, being the balance for commission due from the defendant to the plaintiff. Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, and Mr. F. X. d'Almeida e Castro represented the defendant.

Mr. Gardiner called the plaintiff who said that the amount due originally was \$758 on account of which he had received \$540 in cash, leaving a balance of \$218 due and owing to him by defendant. The latter had sent him a promissory note for the amount, but he had not got it.

His Honour: Where is the promissory note? Witness: I handed it back to the plaintiff. His Honour: What did you do that for? Witness: Well, I had the brokerage notes and I thought they were just as good.

His Honour: Well, they are not; you made a fatal mistake in giving up the promissory note, as that amounts to an admission that you received payment. Now you have nothing to sue upon. Let's hear what the defendant has to say.

Defendant said he did not owe any money to plaintiff. He had owed him \$752, but had paid him in cash \$540, giving a promissory note for \$218, which note he subsequently paid and redeemed, and he had it now. Plaintiff gave him when he paid the balance. His Honour: Judgment for defendant with costs.

PRACAS AT WEST POINT.

"I'VE GOT NO WORK TO DO."

A coolie from West Point, covered with bandages from head to ankles, appeared as complainant in a case this morning against another coolie charging the latter with a assault. The alleged assault occurred in a building under construction, and four men were supposed to have "mailed" the complainant. There are two contractors engaged in erecting certain houses at West Point. One contractor and his gang of coolies are attending to the drainage part of the business, while the other section attends to the building part of the contract. The complainant was engaged as coolie to the drainage contractor. At eight o'clock this morning the complainant could not settle to work on account of the absence of time, and being a man who is very fond of work, he did not want to waste time, so he got a couple of baskets and went over to the building contractor's side and started filling the receptacles. He was not there long. The building contractor's coolies, who are alleged to have an animus against the drainage men, swooped down on the unfortunate coolie and laid him out with bamboo poles. When the police arrived to remove the unfortunate man to hospital the building coolies had gone. On examining the coolie it was found that his head was split in two places, his thumb was sprained, both of his shins opened, and he had several other wounds too numerous to relate. The coolie was treated at the hospital and the leader of the building gang who started the assault was arrested and placed before Mr. F. A. Hazell, by Inspector Collett, this morning. The injured man was put in the box to give evidence, after which the accused said they had witnesses to call who would prove that they were innocent of the charge. To allow them to do that his Worship adjourned the case until to-morrow. Bail \$25 each.

PROPERTY DEALING.

"A FORCED INSOLVENCY."

The public examination of Chung Shan Koo, insolvent, was held this morning before his Honour Mr. Francis Pigott, Chief Justice, presiding in Bankruptcy Jurisdiction. Chung Shan Koo said his business was buying and selling property. He had been in business since he was 18; he was now 30 years of age. He had no money when he commenced business as he was in employment. He commenced buying property about seven years ago. The property was at West Point. He did not keep accounts of his business because he did everything through the Bank. He did not keep a cash-book, and never kept one. He knew what his liabilities were because they were registered at the Land Office. The only books he had were the books for the receipts of money he received, and a book showing the money he paid into the Bank. He had kept a bank account since 1901. He had no books before 1903, as they had been eaten up by white ants.

Mr. Wakeman: Name old story. Witness, continuing, said that he had not the books because his clerk had taken them away. He took them to Canton—he was sick. Mr. Wakeman: So he took your books because he was sick?

Witness: He took them and I had to send for them. I was forced into insolvency.

Mr. Wakeman: Then what made him bring them back?

Witness: I sent for them.

Mr. Wakeman: And when did he come here?

Witness: He came last night.

Mr. Wakeman here said that he could not go any further with the examination and asked for an adjournment for time to prepare the statement of affairs.

His Honour: How much time do you want?

Witness: Ten days, my Lord.

Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, said he appeared for Mr. Ho Tung, an opposing creditor, and requested that the time be limited to one week.

The man, he said, had had ample time to prepare his statement, but in every way he had disregarded the requirements of the Bankruptcy Ordinance, and had not only not given the Official Receiver the slightest assistance to arrive at a true comprehension of the position of his affairs, but he had also disregarded the order of the Official Receiver to furnish him with a statement of his receipts and expenditure for the last three years, and had made no effort whatever to comply with that order. He would therefore submit that the adjournment be limited to one week at most.

His Honour: Then I will adjourn it until Thursday next, if you have no objection to offer, Mr. Wakeman.

Mr. Wakeman: No objection, my Lord. The Court adjourned.

ALLEGED MURDER AT HUNGHOM.

CHINESE COOLIE KILLED.

Ip Ma Ti, a foreman coolie, and Yang Ku and Ho Ting, coolies, were charged this morning, before Mr. H. H. J. Gompertz, at the Police Court, with murdering one Lam Shun, at Hunghom, yesterday. The defendants denied the charge. The circumstances under which the alleged murder is said to have been committed have not been related in Court up to the present as the police at Hunghom are engaged in securing witnesses for the prosecution, but it appears that shortly after one o'clock yesterday afternoon the defendants, it is alleged, ordered the coolie to do some work which he either forgot or did not want to do. He was questioned later about the work, and hearing that it was not done there was a row between the parties. The defendants are alleged to have attacked the coolie, using their fists and feet on his body. The man's spleen was ruptured. The police were next called, the unconscious man removed to the station but it is said he expired on the way, and the prisoners arrested. The case was adjourned for a week.

PIRACY IN CHINA.

VIEWS OF A WEST RIVER TRAVELLER.

Whilst the tragedy on the West River steamer *Saimam* stands out in clear outline in the minds of four readers and before its main features become blurred and indistinct or lose their hold on the memory, it may be of advantage to place the dire event in its historical setting, giving to the piratical raid consideration in relation to Chinese social life on the one hand and to foreign intercourse with China on the other.

The first knowledge which the West had of the East on the Kwangtung coast-line and beyond is in part knowledge of pirates, and their evil doings. Portuguese prowess, at a time when the maritime enterprise of Portugal gave her the lead in these seas, was directed to the putting down of piracy. By aiding China to sweep the waterways clear of these pests to civilization Portugal made good her footing in Macao. It should not be forgotten or overlooked that from the first days of foreign settlement in South China, such occupation has been rendered possible by the intervention of Western nation in policing the waterways needed for their traffic with this great Empire of the East.

CHINESE BENEFITS.

Among the chief benefits to China arising out of the British occupation of Hongkong was the suppression of piracy in the waters of the Colony. The first Chinese records of Hongkong are said to date from the thirteenth century. The island was then a piratical stronghold, and despite the efforts made from time to time, with varying success to destroy or drive out sea-robbers, the story of early decades and centuries is largely one of ineptitude on the part of the Government and of open defiance of law and order on the part of piratical hordes making this island their headquarters. There is evidence that the system of blackmail levied on craft passing through what is now the harbour of Hongkong was complete, and exactions were rigidly enforced. The island was a pirates' island; the higher elevations of the Peak district served as lookout stations and no boat that approached was permitted to leave the island till toll was taken.

HEREDITARY PIRATES.

That piracy which has become hereditary among the worst classes of seafaring people is not easy to check, still less to stamp out, as witnessed by the records of the Supreme Court during the earliest years of British rule. This form of crime threatened to imperil commercial enterprise and to retard the development of the new Colony. It was, indeed, a formidable factor in a situation that seemed beyond the resources of law and order to cope with. That a better time came when life and property under the British flag was made and remains sacred whether ashore or afloat is due to the patient and persistent endeavour to bring the administration of British law in Hongkong into line with the administration of British law throughout the world. In China many things remain as they were in spite of Western impact, the object lessons afforded by Western civilization, and the pressure brought to bear by Western diplomacy. Among the bad things that abide is riverine piracy.

"ROBBERY UNDER ARMS"

The Kwangtung province is a network of navigable rivers and streams. On its waterways is borne merchandise of value to arouse the cupidity and to challenge the daring of desperadoes—akin spirit to those who infested the waterways of Hongkong and Macao. To have travelled occasionally on the rivers of South China is to have heard stories told by boatmen and native fellow-passengers, of robberies under arms accompanied often by acts of violence that make the blood run cold. Frequent or regular journeys in passage boats or in house-boats hired by the day or month almost invariably bring the non-Chinese traveller into contact sooner or later with robbers. It is safe to affirm that of the many missionaries whose work takes them at stated times into the interior of Kwangtung there are few who cannot tell of adventures with robbers and pirates ending usually in the loss of money and baggage. In the safest times there are always "unsafe" districts and under a weak regime of high provincial or local authority few districts can be accounted safe. Conditions on the rivers have their parallel on shore. Robber bands scour the country attacking and raiding the villages. Should resistance be offered it is met by the use of firearms and other weapons. Where villages are hamlets on a wide countryside unite for mutual protection they may and often do succeed in keeping robbers at a distance. The alternative is to submit to blackmail collected as the price of immunity from pillage. Wide regions of country are wholly unsafe after darkness has fallen and in these places no wise man will go outside of village during the hours that intervene between sunset and sunrise.

SOME CAUSES OF PIRACY.

In bad years when crops fail the dangers are greatest. Where opium smoking and gambling are rife there is generally high-handed robbery and other crimes of violence. This being an aspect of life in the Southern provinces, tragedies like the *Saimam* disaster will recur as non-Chinese, responsible for riverine navigation relax their vigilance. During the past thirty years piracy on the *Saimam*, *Namoa* and *Greyhound* have shown the preparedness of the Chinese sea robbers to take every advantage of unwatchfulness. In each instance the action is the same. Information is obtained of treasure or cargo of special value forming part of the steamer's load. A plot is laid to secure the booty. Robbers disguised as passengers go on board and mingle freely with the law-abiding. Other members of the gang are told off to receive the spoil at a given point in junks manned for the purpose. At a preconcerted signal the pirates have recourse to arms and seeing that the only resistance to be anticipated is from the foreigners on board obviously the first thing to

be done is to render impossible such resistance. Methods of procedure on the *Saimam* bear the closest possible resemblance to those in vogue since the earliest successful attempts to plunder steamships owned, controlled and navigated by non-Chinese.

A HINT TO SHIPOWNERS.

The inference from what is written above is sufficiently clear. If coasting and riverine steamers are to be run without the risks that have attended navigation on the West River, it can only be by adequate provision on the part of shipowners against river pirates who embark as passengers. The Chinese Provincial Government may promise sufficient protection. It is not in a position to fulfil its promises or to carry out its intentions however good in the direction desired. In a reformed China, under a less corrupt administration, when crimes of violence such as now prevail throughout the two Kwang Provinces have become fewer, when the strong, just hand of those who govern is raised to shield the helpless and to punish wickedness and vice, sojourners from the West may rely on viceroys, governors, prefects, and magistrates to grant the strangers within their gates the needed protection in travel. Till then they must look to themselves, and the placing of a sufficient number of armed guards on every river steamer will be the re-introduction of a practice which twenty-five years ago rendered the Canton river boats absolutely safe. Considerations of comfort, speed, and economy, should, from the passenger's view-point, give place to considerations of safety, and only the steamers that are guarded, as were the Canton boats in earlier days, by used by non-Chinese as a mean of travel through dangerous waterways.—Contributed.

CANTON DAY BY DAY.

THE YUET-HAN RAILWAY.

[From Our Own Correspondent.]

Canton, 14th August, 1906. As the construction of the Wong Sha-Ko Tong section of the Yuet-Han Railway is now under way the company has sent a despatch to the Nam Hoi Magistrate to issue notice to the following effect: That all persons, who have ancestral tombs on the Shu Yuen Hill, must notify the company to that effect and the company will pay all expenses of removing these tombs.

BIG ROBBERY.

On the night of the 22nd of this month a robbery was committed at the house of a man named Choi. A great quantity of treasure and valuables was carried away. The police seem to be quite unaware of the fact, for not a single robber has been caught.

DEAD BODY ON A ROOF.

On the 24th day of this month a dead body was found on the roof of a house outside the Canton City in Tai Yet Tsuen street. The man was reported to the police station.

KOWLOON DIVERSIONS.

WATCHING FOR THE UMBRELLA THIEVES.

Some fancy umbrellas appear to have taken the fancy of Kowloon thieves. Umbrellas which have been placed in the hat-stand one minute have disappeared the next. Several houses have been visited in this manner and gangs have vanished, but the thieves could never be caught. Special watches have been kept, but probably the thieves knew where danger lay and kept away. Immediately the watcher is gone, away goes another umbrella. There is no difficulty in the way of the umbrella thieves to remove what they want, undetected, from some houses in Kowloon, and even in Hongkong. The main door of a house is left wide open and the hat-stand can be seen from the street. The "boys" of the house are at the back, master at office, and the mistress upstairs and the entire portion of the ground floor is deserted. The umbrella thief knows that, simply by keeping the house he intends to rob under observation for a few days, the chance will arrive when he can remove what he thinks is worth taking. On the 9th ultimo, three umbrellas, valued at \$15, disappeared from the house of Capt. O. L. Price, R.A., at 1, Humphreys Avenue. The loss was reported to the police, the pawnshops were watched, and yesterday two men were arrested, who are alleged to have been concerned in the theft. On Tuesday last, a coolie walked up to the hat-stand of No. 3, Cameron Terrace, Kowloon, the residence of Captain S. H. Belson, of the steamer *Gregory Apsar*, and came away with four umbrellas, including that of a lady. His action was seen by a ricksha coolie and soon the "umbrella man" was making the pace. He was, however, arrested. At the Magistracy, this morning, before Mr. H. H. Gompertz, Inspector Langley prosecuted the coolies for theft. In the case of Captain Price, the inspector applied for a remand, holding that he expected to recover other property which the coolies had stolen. In the case against the man who robbed Captain Belson, his Worship sentenced accused to six weeks' hard labour and six hours' stocks. Kowloonites would do well to keep their eyes on their hat-stand.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 16th at 11.40 a.m.—The barometer has fallen moderately over Japan owing to the depression, which appears to be moving into N. Korea. The highest pressure is over the N. part of the China Sea. It has decreased slightly over China, the normal, however, being still exceeded by about 0.1 inch over that area and Formosa. Gradients continue gentle over the China Sea, where light variable winds may be expected. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. FORECAST. 1st—Hongkong and neighbourhood, S.W. winds, light; fine. 2nd—Formosa Channel, S.W. winds, moderate. 3rd—South coast of China between Hongkong and Hainan, same as No. 1. 4th—South coast of China between Hongkong and Hainan, same as No. 1.

THE HONGKONG BREWERY CO., LD.

TO BE WOUND UP.

Mr. F. Paget Hett, of Messrs. Brutton and Hett, appeared before his Honour Sir Francis Pigott, Chief Justice, sitting in Summary Jurisdiction this morning, and applied on behalf of the Hongkong Brewery Company, Ltd., for leave for that company to wind up its affairs and go into liquidation. His Honour said this matter would be taken in Chambers to save expense. The petition was subsequently heard in Chambers when his Honour made the order for winding up, there being no opposition, and on the application of Mr. F. Paget Hett, Mr. A. R. Lowe, of Messrs. Bingham and Lowe, was appointed liquidator.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

12 Noon. Buyers:—Hongkong Banks \$850, Unions \$800, Hongkong Fires \$320, China Fires \$91, H.K. C. and M. Steamboats \$261, ex div., Indo-China \$73, China and Manila \$21, Shell Transports 27/6, Raubs \$61, Hongkong Wharfs 11s. 2d, Cottons \$141, China Borneo \$104, China Providents \$910, Dairy Farms \$17, Tramways 1235, res 1256, China Lights \$10. Sellers:—Canton Insurances \$330, China Sugars \$150, Hongkong Docks \$152, Hongkong Land \$11, West Point \$50, Hotels \$125, Cements \$221, Electric \$141, Ropes \$29. Sales:—Nil. Nominal:—National Banks \$47, Douglases \$17, Kowloon Wharfs \$106, Shanghai Docks \$11, 06, Humphreys Estates \$11, Watsons \$15, own \$15.

TO-DAY'S EXCHANGE.

Selling. London—Bank T.T. 2/11 Do. demand 2/10/16 Do. 4 months' sight 2/10/16 France—Bank T.T. 107 1/2 India T.T. 158 1/2 Do. demand 159 Shanghai—Bank T.T. 224 Do. demand 224 Singapore T.T. 9 1/2 % prem. Japan—Bank T.T. 104 Java—Bank T.T. 118 1/2 Buying. 4 months' sight L/C 2/1 15/16 6 months' sight L/C 2/2 15/16 30 days sight San Francisco & New York 52 1/2 1 month's sight do. 53 30 days sight Sydney and Melbourne 22 3/16 4 months' sight Frank 22 3/2 1 month's sight do. 22 3/2 1 month's sight Germany 22 3/2 1 month's sight 30/ Bank of England rate 31 1/2 Sovereign 38

To-day's Advertisements.

NOTICE.

HIS EXCELLENCY THE GOVERNOR has been pleased to grant permission to the MEMBERS of the HONGKONG VOLUNTEER TROOP to use the Football Ground and unused surrounding area on the Recreation Ground near the Race Course, Happy Valley, on SATURDAY next, the 18th instant, for the purpose of holding a TROOP GYMKHANA.

By Order of the Director of Public Works, C. H. ROSS, Lieut., Commanding, Hongkong Volunteer Troop, Hongkong, 16th August, 1906. [838]

NOTICE.

SATURDAY, the 18th August, being the BIRTHDAY of His Imperial and Royal Apostolic Majesty, FRANCIS JOSEPH I., Emperor of Austria and King of Hungary, Mr. DE SZENTIRMAJ DE DARVASTO, Acting Consul for Austria-Hungary, will be pleased to welcome at the L. and R. Consulate, Prince's Building, Ice House Street, between 10 and 11.30, the members of the Austro-Hungarian community, and between 11.30 and 1 his foreign colleagues as well as the British officials or other personalities, who may wish to call on this occasion. Hongkong, 16th August, 1906. [839]

RAILROAD HELP WANTED.

BY THE KWANG TUNG MERCANTILE ADMINISTRATION OF THE YUET-HAN RAILWAY COMPANY, LIMITED.

In the Kwang Tung section, Chinese Civil Engineers or Engineering Students having experience in Railroad preliminary location and construction. Must be capable of handling any kind of Railroad Instruments on field work. Address applications, giving training, references, experience and samples of work, to— H. E. CHANG, President of the Kwang Tung Mercantile Administration of the Yuet-Han Railway Company, Limited. Canton, 15th August, 1906. [840]

E. R.

EVENING CONTINUATION CLASSES.

EVENING CLASSES for instruction in COMMERCIAL, ENGINEERING, and SCIENCE SUBJECTS will be held at QUEEN'S COLLEGE, commencing WEDNESDAY, October 3rd.

Particulars and Prospectus may be obtained on application to the Undersigned or at the Registrar General's Office.

W. H. WILLIAMS, Organizing Secretary. Hongkong, 16th August, 1906. [841]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 9 A.M. on the 18th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Managers.

Hongkong, 16th August, 1906. [842]

Intimations.

THE ROBINSON PIANO CO., LD.

MANUFACTURERS

AND IMPORTERS

HIGH-CLASS PIANOS, ORGANS

Every Description

MUSICAL INSTRUMENT.

OPPOSITE KING EDWARD HOTEL,

HONGKONG.

Hongkong, 16th July, 1906. [843]

TRY

"YEBISU" THE FAMOUS JAPANESE

BEER.

PURE POPULAR PLEASANT ALATABLE.

Per Case 8 Dozen Pints

\$15.50.

Per Case 1 Dozen Pints

\$2.00.

H. PRICE & CO.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 30th July, 1906. [844]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.		STEAMERS	DUE
GLASGOW and LIVERPOOL	"CYCLOPS"	13th August.	
GLASGOW and LIVERPOOL	"BELLEROPHON"	13th "	
GLASGOW and LIVERPOOL	"KINTUCK"	13th "	
GLASGOW and LIVERPOOL	"TEENKAI"	13th September.	
GLASGOW and LIVERPOOL	"MACHAON"	13th "	
GLASGOW and LIVERPOOL	"MOYUNE"	13th "	
GLASGOW and LIVERPOOL	"AGAMEMNON"	13th "	
GLASGOW and LIVERPOOL	"CALCHAS"	13th "	
GLASGOW and LIVERPOOL	"MENELAUS"	13th "	
GLASGOW and LIVERPOOL	"NINGCHOW"	13th "	

HOMeward.		STEAMERS	TO SAIL
LIVERPOOL DIRECT	"TYDEUS"	20th August.	
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "	
MARSEILLES, HAVRE & ANTWERP	"ALCINOUS"	30th "	
LONDON, AMSTERDAM & L'POOL	"DIOMED"	11th September.	
GENOA, MARSEILLES & L'POOL	"PELEUS"	20th "	
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th "	
HAVRE, ROTTERDAM & L'POOL	"KINTUCK"	30th "	

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.		STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"BELLEROPHON"	1st September.	
all PACIFIC COAST PORTS, and	"NINGCHOW"	29th September.	
NAGASAKI, KOBE and YOKOHAMA			

WESTWARD.		STEAMER	DUE
TACOMA, SEATTLE, VICTORIA and	"STENTOR"	8th September.	
PACIFIC COAST			

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR		STEAMERS	TO SAIL
NINGPO, SHANGHAI & VLADIVOSTOK	"PAOTING"	17th August.	
CHINKIANG	"KWANGSE"	17th "	
SHANGHAI	"YOOHONG"	21st "	
CHEFOO and NEWCHWANG	"LIANGCHOW"	21st "	
CEBU and ILOILO	"SUNGKIANG"	23rd "	
TAMSI	"TIENSIN"	23rd "	
TIENSIN	"KWANGHONG"	25th "	

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo and Passengers in through Rates for all New Zealand and other Australian Ports.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th August, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon & midships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 18th August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 25th August, at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th August, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	25th August.
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents

Hongkong, 15th August, 1906.

Dentistry.

Dr. M. H. OHAUN.
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VEXES ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.		TO SAIL
STEAMERS.	DESTINATIONS.	
*SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	17th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.
SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.

HOMeward.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the
Trentine; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

HOMeward.		TO SAIL
STEAMERS.	DESTINATIONS.	
SPEZIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th August.
*SILESIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	4th September.
Capl. Balle	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	10th September.
HELVETIA	NAPLES, HAVRE, ANTWERP & HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
Capl. v. Döhren	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	2nd October.
SENEGAMBIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	11th October.
Capl. Peter	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	
SEGOVIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	
Capl. Schoenfeldt		

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HABSBURG" s.s. "HOHENSTAUFEN" s.s. "SCANDIA" and s.s. "SILESIA."

COAST SERVICE.

DAPHNE	NAGASAKI and VLADIVOSTOK	Beginning of September, Freight and Passengers.
LYDIA	SHANGHAI and CHINKIANG	Freight and Passengers.
KOWLOON	SHANGHAI and CHINKIANG	Freight and Passengers.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE
HONGKONG OFFICE.
For steamers of the Coast Service marked * to
SIEMSEN & CO.

Hongkong, 16th August, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 17th August, 4 P.M.
SHANGHAI VIA SWATOW	"KWONGSANG"	SUNDAY, 19th August, Daylight.
TIENSIN	"CHIPSING"	MONDAY, 20th August, 4 P.M.
TIENSIN, SAMARANG & SOERABAYA	"CHUNSANG"	TUESDAY, 21st August, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	WEDNESDAY, 22nd August, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 16th August, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail at Daylight on
"ARAGONIA"	5,198	Einst	September 5th.
"NICOMEDIA"	4,370	G. Meiser	September 16th.
"NUMANTIA"	4,370	Feldtmann	October 9th.
"ARABIA"	4,483	Melentzin	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Agent.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)
THE Steamship

"EASTERN,"
Captain Powell, will be despatched as above,
on SATURDAY, the 1st September, at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd August, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With liberty to call at the Malabar Coast)

THE Steamship

"FOXLEY,"
Captain Butchart, will be despatched for the
above Ports, on or about the 4th September.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 8th August, 1906.

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.Regular Steamship Service between Hongkong
and South American Ports.

PROPOSED sailings from HONGKONG
to CALLAO, IQUIQUE, VALPARAISO,
via JAPAN PORTS (KOBE and YOKO-
HAMA).

"KASADO MARU," 6,000 tons,
sails TO-MORROW, the 17th instant, at Noon,
instead of as previously advertised.
"GLENFARG," 4,000 tons,
sails on or about August 25th, at Noon.
(Date of sailing subject to alteration).
Taking freight also to other Western Coast
Ports of South America, transhipping to the
Connecting Line.
The above steamers have splendid accom-
modation and are fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried
on each boat.
For further information as to Freight and
Passage, apply to

K. MATSUDA,
Manager,
Yokohama Building.

Hongkong, 16th August, 1906.

ORIENTAL PACIFIC LINE.

FOR KOBE, YOKOHAMA AND SAN
FRANCISCO.

THE Steamship

"TONAWANDA"
will be despatched for the above Ports, on or
about the 20th instant.
For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 7th August, 1906.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APCAR,"
Captain S. H. Belson, will be despatched for
the above Ports, TO-MORROW, the 17th
instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 16th August, 1906.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"POLYNESIE,"
Captain Broc, will be despatched as above, on
or about MONDAY, the 20th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th August, 1906.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
THE EAST ASIATIC CO., LIMITED.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the haz-
ardous and/or extra-hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence delivery
may be limited.

Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 21st instant, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 21st instant, at
9.30 A.M.

All Claims must reach us before the 27th
instant, or they will not be recognized.
No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 14th August, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA,"
FROM BOMBAY, CLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted, and marked by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—
From Marseilles, ex S.S. Himalaya.
From Calcutta.
From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me
in any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 11th August, 1906.

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SCANDIA,"
Captain von Döhren, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra haz-
ardous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 14th August, will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th August, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 9th August, 1906.

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON
AND STRAITS.

THE Steamship

"RADNORSHIRE,"
Captain J. M. Haffner, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company
at Kowloon, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 20th instant will be sub-
ject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 20th instant, at 2.30 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 14th August, 1906.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Coochin
China, Ceylon, India and the Far East
generally.A daily newspaper with weekly edition.
published for despatch by the homeward mail—
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.A special feature is made of full and accu-
rate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper, and has a
wider circulation than any journal in the Far
East.Special attention given to effectively display-
ing advertisements.The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement; when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.Unless otherwise specified all advertisements
will be repeated and charged for until counter-
mand.

JOBING DEPARTMENT

MUSLEM FANATICISM IN EGYPT.

HOLY WAR THREATS.

The correspondence which was published recently in the form of a White Paper respecting the recent Sinai dispute over the Turkish-Egyptian frontier is exceedingly interesting reading.

In a letter dated 3 May, 1906, from Constantinople, Sir N. O'Connor recapitulates the main phases through which the question passed from its origin early in January down to the presentation by His Excellency of a note to the Porte on 3 May requiring the Ottoman Government to comply within ten days with the demands of his Majesty's Government for the evacuation of Taba and the delimitation of the frontier.

HOW HE FOUND ABUL.

That a diplomatist's life is not entirely a happy one is shown by such sentences as these: "I found the Sultan in a most uncomplimentary mood," and "The Sultan's reply to my representations was extremely unsatisfactory."

By far the most human interest is supplied by letters which Lord Cromer wrote after the dispute had been settled. In one, Lord Cromer, in writing about the frontier of the Sinai Peninsula, quotes the opinion of a "well-known Arab geographer and historian" who lived and wrote between 1274 and 1312 (El Malik Abu-el-Fid) by name, "who described the eastern frontier of Egypt as follows: Egypt is bounded on the east from a point on the Bah-el-Kalzum (Red Sea) opposite Assuan to Izbah Kussar Kalam (present Suez), to the wandering desert of the Israelites, and thence turns northwards to the Mediterranean at Rafah of El Arish."

In another letter Lord Cromer refers to the number of letters he is always receiving from Egyptians. "As a rule they are seldom deserving of much consideration," but one unsigned one that he received on the Akaba question appears, as he thinks, to call for some attention.

From the language of the document, and the signs of historical and literary education which are found in it, Lord Cromer judged it to be written by a member of the Ulema class, not improbably of Turkish extraction. The translation is as follows:

To Lord Cromer, his Britannic Majesty's Agent, the Reformer of Egypt.

It is well known to you that the telegrams and newspapers appear each day, bringing nearer to us, as it seems, the likelihood of grave differences between England and the Empire on matters relating to our land of Egypt. But as the hopes of men for things desired are often disappointed, so also—for God is merciful to his creatures—do their fears of evil come to nought. We pray the Almighty, that it may be so now.

"I, who write these lines in the name of 'All the People of Egypt,' am not a statesman or a man of great name; my person and my dwelling are alike unknown to you, but I feel constrained, inasmuch as I see many foolish acts committed, and hear many foolish words spoken, to stand on my feet and say the truth, as I think God has put it into my heart."

UNRECOMING WORDS OF FOOLS. It is often said by fools, or by those who think thereby to make favour with the great, "The curse of God upon the Christian!" "May hell consume the unbeliever, his household, and his possessions." These are unrecoming words, for curses pollute the lips of the curser, and the camel lies in wait for the driver who smites him unjustly.

At the head of this letter I call you by the name of "The Reformer of Egypt," and by this name you are known between the seas and the deserts; also many, but not all, of the English who serve under you have followed in your footsteps as wise children carry on the traditions of their father.

He must be blind who sees not what the English have wrought in Egypt: the gates of justice stand open to the poor; the streams flow through the land and are not stopped at the order of the strong; the poor man is lifted up and the rich man pulled down; the head of the oppressor and the briber is struck when outstretched to do evil. Our eyes see these things, and we know from whom they come.

THANKS LIE ON THE SURFACE. You will say, "Be thankful, Oh men of Egypt! and bless those who benefit you!" and very many of us—those who preserve a free mind and are not ruled by flattery and guile—are thankful. But thanks lie on the surface of the heart, and beneath is a deep well. While peace is in the land the spirit of Islam sleeps.

We hear the Imam cry out in the mosque against the unbelievers, but his words pass by like wind and are lost. Children hear them for the first time and do not understand them; old men have heard them from childhood and pay no heed.

But it is said, "There is war between England and Abdul-Hamid Khan" (the Sultan of Turkey). If that be so, a change must come. The words of the Imam are echoed in every heart and every Moslem hears only the cry of the faith. As men we do not love the sons of Osman (the Turks); the children at the breast know their works, and that they have trodden down the Egyptians like dry reeds.

"THE SHADOW OF GOD." But as Moslems they are our brethren; the Khalif holds the sacred places and the noble relics. Though the Khalif were hapless as Beseid, cruel as Murad, or mad as Ibrahim, he is the shadow of God, and every Moslem must leap up at his call as the willing servant to his master, though the wolf may devour his child while he does his master's work.

The call of the Sultan is the call of the Faith; it carries with it the command of the Prophet (blessings, etc.). I and many more trust that all may yet be peace; but, if it be war be sure that he who has a sword will draw it. The women will cry from the bouciops, "God give victory to Islam!"

You will say, "The Egyptian is more ungrateful than a dog, which remembers the hand

that fed him." He is foolish as the madman who pulls down the roof-tree of his house upon himself. It may be so to worldly eyes, but in the time of danger to Islam, the Moslem turns away from the things of this world, and thence only for the service of his faith; even though he looks in the face of death. May God (His Name be glorified) avert the evil!

Signed by one, in the name of the people of Egypt.

TO INCREASE THE GARRISON.

With regard to advocating repressive measures against the liberty, "degenerating into license," of the vernacular Press, Lord Cromer is, for the time being, opposed to it; although he has never heard a single expression of opinion in favour of its liberty. The conclusion to be drawn from the recent events is, he thinks, "abundantly clear. The chief thing is that a permanent increase will have to take place in the British garrison. 'The expenditure, over and above that which would be incurred in the United Kingdom, will be paid by the Egyptian Treasury.' It is manifestly just that it should not fall on the British taxpayers."—*Morning Leader*.

Shipping.

Arrivals.

Feichang, Ch. s.s., 984, T. Johns, 15th Aug.—Shanghai 12th Aug. Gen.—C. M. S. N. Co.
Chowfa, Ger. s.s., 1,055, J. Spiesen, 15th Aug.—Kohsichang 8th Aug. and Hoihow 14th Aug.—B. & S.
Lailan, Fr. s.s., 377, L. Andersen, 15th Aug.—Pakhor and Hoihow 14th Aug. Gen.—A. R. M.
Gloamin, Br. s.s., 2,248, Learmonth, 16th Aug.—Moji 10th Aug. Coals.—Order.
Kowloon, Ger. s.s., 2,316, H. Stehr, 16th Aug.—Moji 10th Aug. Gen.—H. A. L.
Laisang, Br. s.s., 3,463, P. M. B. Lake, 16th Aug.—Calcutta 31st July, Penang and Singapore 10th Aug. Gen.—J. M. & Co.
Laertes, Br. s.s., 1,311, J. Jackson, 16th Aug.—Saigon 12th Aug. Ballast.—Chinese.
Marie, Ger. s.s., 1,103, J. Petersen, 16th Aug.—Kobu and Hoihow 14th Aug. Coals and Pigs.—J. & Co.
Slavonia, Ger. s.s., 7,000, Porelins, 16th Aug.—Singapore 10th Aug. Gen.—H. A. L.
Tonawanda, Br. s.s., 2,076, H. D. Clarke, 16th Aug.—Canton 15th Aug. Ballast.—S. O. Co.
Kwangse, Br. s.s., 1,228, A. Stott, 16th Aug.—Amoy 14th Aug. Ballast.—B. & S.
Yochow, Br. s.s., 1,335, J. H. Brown, 16th Aug.—Shanghai 12th Aug. Gen.—B. & S.

Clearances at the Harbour Office.

Shidonia, for Shanghai.
Feichang, for Canton.
Yochow, for Shanghai.
Kowloon, for Kobe.

Departures.

Aug. 16.
Shidonia, for Swatow.
Quinta, for Sourabaya.
Iste, for Kwong-chow-wan.
Nubia, for Singapore.
Ithaka, for Shanghai.
Paoing, for Vladivostok.
Kowloon, for Kobe.
Feichang, for Canton.

Passengers arrived.

Per Laertes, from Saigon—103 Chinese.
Per Chowfa, from Hoihow—277 Chinese.
Per Lailan, from Calcutta, &c.—Mrs. Langman, and 55 Chinese.
Per Slavonia, from Singapore—Mr. Herichel, and 300 Chinese.
Per Yochow, from Shanghai—Mr. Calaan.

Passengers departed.

Per Sackten, for Shanghai—Misses Siebert, V. d'Oliveira, Messrs. H. Schumacher, W. Schmidt, L. Diehl, Th. Diehl, Chua W. Hoey, Hingshi, K. Ismael, C. A. Maasberg, and Dr. Ph. Kees. For Nagasaki—Messrs. M. Fujii, Aikawa, T. Kato, M. L. Sternberg, and children, Miss W. Boney, and Mrs. Haines. For Kobe—Messrs. Murray, Schemata, Ahsing, and Miss Shino. For Yokohama—Messrs. R. Springsfield and Pedro de Leon.

Shipping Reports.

Str. Lysing from Calcutta, etc.—Light and variable winds and calm, smooth sea and fine.
Str. Yochow from Shanghai—Light to moderate S.W. monsoon, smooth sea, clear weather throughout.

Str. Fetching from Shanghai.

—Fine clear weather with moderate to light S.W. and S.W. winds, and slight to moderate sea throughout the trip. Passed P. & O. steamer Italia off Tongking Island bound North.

Vessels in Port.

STAMPAH.
Borneo, Ger. s.s., 1,344, F. Sembill, 13th Aug.—Sandalan 6th Aug. Timber.—M. & Co.
Charterhouse, Br. s.s., 1,210, H. Clifton, 14th Aug.—Singapore 8th Aug. Sugar.—Joo Tek Seng.
China, Am. s.s., 3,186, D. E. Friele, 15th Aug.—San Francisco 10th July, and Manila 12th Aug. Mails and Gen.—P. M. S. S. Co.

Chowfa, Ger. s.s., 1,117, W. Möller, 12th Aug.—Bangkok 6th Aug. Rice and Wood.—U. & S.
Chunyang, Br. s.s., 1,417, R. Cox, 12th Aug.—Samarang 3rd Aug. Sugar.—J. M. & Co.

Coptic, Br. s.s., 2,744, Wm. Finch, R.N.R., 20th July.—San Francisco 27th June, Yokohama 13th July, Kobe 15th and Nagasaki 17th, Mails and Gen.—O. & S. S. Co.
Dagrun, Nor. s.s., 670, A. Lunde, 15th Aug.—Bangkok 4th Aug. Rice.—Order.
Derwent, Br. s.s., 1,564, J. Jenkins, 10th Aug.—Saigon 6th Aug. Rice and Gen.—Mau Fat & Co.

Emma Luyken, Ger. s.s., 1,150, G. Comand, 16th July.—Mauritius 20th June, Sugar.—Wing Sing & Co.
Empress of India, Br. s.s., 3,032, E. Neetham, R.N.R., 14th Aug.—Vancouver, (B.C.) 23rd July, and Shanghai 11th Aug. Mails and Gen.—C. P. R. Co.

Fri, Nor. s.s., 900, Nagle, 13th July.—Hongay 10th July, Coal.—Aagaard, Thoresen & Co.

Germania, Ger. s.s., 1,000, H. Flügel, 13th Aug.—Sydney 28th June, Copra.—S. & Co.
Glentworth, Br. s.s., 3,025, Webster, 14th Aug.—Shanghai 11th Aug. Gen.—McC. Bros. & Gow.

Gregory Apar, Br. s.s., 2,061, S. H. Bolton, 9th Aug.—Calcutta 25th July, via Penang and Singapore 4th Aug. Gen.—D. S. & Co., Ltd.

Haitan, Br. s.s., 1,187, J. S. Roach, 14th Aug.—Fochow 10th Aug. Amoy 11th, and Swatow 13th, Gen.—D. L. & Co.
Ingalls, Am. transport, 602, Scott, 3rd July.—Manila 30th June.

Kaga Maru, Jap. s.s., 3,366, A. Christiansen, 10th Aug.—Seattle 9th July, Gen.—N. Y. K.

Kasato Maru, Jap. s.s., 6,170, T. S. Filmer, 13th Aug.—Nagasaki 9th Aug. Ballast.—T. K. K.
Kiyo Maru, Jap. s.s., 1,448, J. Morio, 13th Aug.—Japan 3rd Aug. Gen.—E. A. T. Co.

Länder Schiff, Ger. s.s., 1,212, H. Grandt, 14th Aug.—Hamburg 20th June, Gen.—H. A. L.
Merapi, Dut. s.s., 1,592, E. M. Uldall, 14th Aug.—Singapore 8th Aug. Gen.—Chinese.

Mongolia, Am. s.s., 8,750, W. P. S. Porter, 15th Aug.—San Francisco 20th July, Yokohama 7th Aug., Kobe 8th, Nagasaki 10th, and Shanghai 13th, Mails and Gen.—P. M. S. S. Co.
Neil MacLeod, Am. s.s., 901, E. Corral, 19th June.—Manila 16th June, Ballast.—Barretto & Co.

N. S. de Rosario, 715, M. Lopez Blanco, 12th June.—Manila 9th June, Ballast.—Barretto & Co.

Petrarch, Ger. s.s., 1,252, R. Hajje, 12th June.—Saigon 7th June, Gen.—S. W. & Co.
Queen Alexandra, Br. s.s., 2,300, Leslie, 13th Aug.—Newcastle 20th July, Coal.—D. & Co., Ltd.

Radnorshire, Br. s.s., 1,890, Haffner, 14th Aug.—Ingapore 7th Aug. Gen.—S. T. & Co.
Resalat, Nor. s.s., 866, M. Jorgensen, 2nd Aug.—Moji 24th July, Coal.—Order.

Rubi, Br. s.s., 1,611, R. W. Almond, 13th Aug.—Manila 14th Aug. Gen.—S. T. & Co.
Sierra Monera, Br. s.s., 2,107, Hannah, 14th Aug.—Sourabaya 1st Aug. Sugar.—B. & S.

Signal, Ger. s.s., 900, G. Schläkier, 23rd July.—Bangkok 16th July, Rice.—Order.
Taikosan Maru, Jap. s.s., 3,116, T. Ota, 14th Aug.—Kuchino 31st July, Coal.—M. I. K.

Taishan, Br. s.s., 1,100, J. T. Laing, 20th June.—Shanghai via Paris 24th June, Gen.—B. & Co.
Totomi Maru, Jap. s.s., 2,446, A. Kieth, 30th July.—Shanghai 24th July, Gen.—Y. Y. K.

Tydeus, Br. s.s., 4,799, D. P. Campbell, 12th Aug.—Tacoma, U.S.A. via Yokohama, Kobe and Shanghai 9th Aug. Gen.—B. & S.

Virginia, Br. s.s., 2,781, J. M. Crocker, 4th Aug.—New York 30th May, Case Oil.—S. O. Co.
Walther, Br. s.s., 1,167, H. Lyons, 10th Aug.—Penang 3rd Aug. Ballast.—J. & Co.

Woodford, Br. s.s., 1,860, Jas. Sedden, 10th Aug.—Moji 2nd Aug. Coal.—D. & Co., Ltd.
Yuenyang, Br. s.s., 1,128, F. Mooney, 15th Aug.—Amoy 13th Aug. Gen.—J. M. & Co.

Z. V. de Aldecoa, Am. s.s., 1,260, F. Xandaro Echaz, 15th June.—Manila 12th June, Ballast.—Barretto & Co.

Steamers Expected.

Vessels	From	Agents	Due
Kouangsi	Singapore	M. M. & Co.	Aug. 17
Tumani	Macassar	C. J. L.	Aug. 17
Socotra	Singapore	P. & O. Co.	Aug. 19
Polynesien	Singapore	M. M. & Co.	Aug. 20
St. Valdemar	Sydney	M. & Co.	Aug. 27
Nippon Maru	Japan	N. Y. K.	Aug. 28
Australien	Sydney	J. L. & Co.	Aug. 28
Changsha	Sydney	B. & S.	Sept. 1

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.
Alta at Kowloon Dock.
Yangtze " "
Wangtze " "
Dragon " "
Drafer " "

SHANGHAI.

Fido 9th August.
Yosong and Pooting New " "
Lia International " "
Shengkong do " "
Suian do " "
Hans Wagner Cosmopolitan " "

Ships Passed The Canal.

18th July—Charles Thierghen, Preussen, Slavonia, Tamba Maru, Ajddo, Sultonhall, 20th July—Deucalion, Konangsi, Salsuma, Socotra, Lidea, 20th July—Antenor, 25th July—Arcadia, Bencluch, Oceanien, Trieste, Rhifius, Sachtien, 27th July—Hyson, Inaba Maru, Palawan, Polynesien, 1st August—Andalusia, Benmohr, Idomenus, Laos, Ziegen, Senegambia, Shinko Maru, 3rd August—Belterphos, Kintuck, Kawachi Maru, 8th August—Benglos, Braemar, Denbighshire, Mantia, Prime Heinrich, Roan, Suezia, Tourane, 11th August—Ajax, Machoon, Salafie, Ava Maru, Seydlitz, Tenkiki, Acilla, Cambodia, 14th August—Benlomon, Kennebec, Pishovur, Segovia, Kamakura Maru, Khenania.
Arrivals at Home—18th July—Aker, Vandalia, C. Ferd Laetse, 20th July—Sithonia, Jaion, 25th July—Denalder, Benvenue, Flinsch, Seneca, Tamba Maru, 26th July—Palermo, 27th July—Arcadia, Oceanien, 1st August—C. Ferd Laetse, Trieste, 2nd August—Deucalion, Preussen, 8th August—Charles Thierghen, Zieten, Inaba Maru, 11th August—Tourane, 10th August—Palawan, 14th August—Hyson, Roan.

Post Office.

A Mail will close for:—
Swatow, Amoy and Fochow—Per Haitan, 17th Aug. 9 A.M.
Singapore—Per Kina, 17th Aug. 11 A.M.
Kobe, Yokohama, Callao, Iquique and Valparaiso—Per Kasado Maru, 17th Aug. 11 A.M.
Macao—Per Heungshan, 17th Aug. 11.15 P.M.
Singapore, Penang and Calcutta—Per Gregory Apar, 17th Aug. 2 P.M.
Manila—Per Yuenyang, 17th Aug. 3 P.M.
Ningpo, Shanghai and Vladivostok—Per Paoing, 17th Aug. 3 P.M.

Chinang—Per Kwongse, 17th Aug. 3 P.M.
Shanghai, Yokohama and Kobe—Per Slavonia, 17th Aug. 5 P.M.
Hoihow and Pakhoi—Per Haitan, 17th Aug. 5 P.M.

Manila—Per Rubi, 18th Aug. 11 A.M.
Macao—Per Heungshan, 18th Aug. 1.15 P.M.
Tientsin—Per Chipping, 18th Aug. 3 P.M.
Shanghai—Per Kwongse, 18th Aug. 5 P.M.

Keelung, Shanghai, Moji, Kobe, Shimizu, Yokohama, Victoria and Seattle, Wash.—Per Kaga Maru, 20th Aug. 3 P.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per China, 21st Aug. 10 A.M.

Manila, Simpsonhafen, Fr. Wilhelmshafen, Herbersthohe, Matupi, Sydney and Melbourne—Per Wilhelm, 21st Aug. 10 A.M.
Europe, &c., India, via Tuticorin—Per Ernest Simon, 21st Aug. 11 A.M.

Singapore, Samarang and Sourabaya—Per Chunyang, 21st Aug. 2 P.M.
Manila—Per Taming, 21st Aug. 3 P.M.
Chefoo and Newchwang—Per Liangchao, 21st Aug. 3 P.M.

Shanghai—Per Yochow, 21st Aug. 3 P.M.
Amoy, Keelung, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per Tremont, 22nd Aug. 11 A.M.

Singapore, Penang and Calcutta—Per Lailan, 22nd Aug. 2 P.M.
Cebu and Hoihow—Per Sunghang, 22nd Aug. 3 P.M.

Tamsui—Per Tientsin, 23rd Aug. 3 P.M.
Shanghai—Per Tientsin, 24th Aug. 3 P.M.
Manila—Per Zafra, 25th Aug. 10 A.M.

Europe, &c., India, via Tuticorin—Per Delhi, 25th Aug. 11 A.M.
Tientsin—Per Kwichow, 25th Aug. 3 P.M.

Manila, Zambanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Tainan, 27th Aug. 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Mongolia, 28th Aug. 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of India, 30th Aug. 3 P.M.

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Eastern, 1st Sept. 11 A.M.

Europe, &c., India, via Tuticorin—Per Calcutta, 4th Sept. 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Athenian, 5th Sept. 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per Minnesota, 7th Sept. 11 A.M.

ACCELERATION OF THE CANADIAN PACIFIC MAIL SERVICE.
Correspondence intended for this route to the United Kingdom should be so superscribed.

Pillar Boxes have been placed and will be cleared as under:—
Park View—9.25 a.m., 11.25 a.m., 1.25 p.m., 3.25 p.m. on week-days and 9.25 a.m. on Sundays.
Ladder St.—9.35 a.m., 11.35 a.m., 1.35 p.m., 3.35 p.m. on week-days and 9.35 a.m. on Sundays.

Macdonnell Road—8.50 a.m., 10.50 a.m., 1.50 p.m., 2.50 p.m. on week-days and 8.50 a.m. on Sundays.
No. 2 Police Station—8 a.m., 11 a.m., 1 p.m., 5 p.m. on week-days and 8 a.m. on Sundays.

The Pillar Box has been removed from the back of the old Harbour Office. Letters for the district may be posted in the Western Branch Office, 216, Des Voeux Road Central.

VISITORS AT THE HOTELS.

CARLTON.
Andap, R. J.
Anderson, R. J., Capt.
Blanco, A. E.
Boonas, W. B.
Bryce, W. B.
Brull, Percy
Farwell, Mr. and Mrs.
J. R.
Ferry, W.
Fey, Mrs. E.
Foster, J. D.
Gains, Miss M.
Gillan, Mrs. A.

Harrison, S. L.
Jackson, W.
Lain, A. H.
Lloyd, G.
Martin, W. F.
McClones, Mr.
Merfies, Capt. & Mrs.
Norval, E. E.
Osborne, Mrs. G.
Pearson, R. W.
Stephens, Miss H.
Tevenson, R.

CHAIGRIER.
Adams, M. and Mrs. F.
Harker, B. B.
Hazelard, F. A.
Hewitt, A. H.
Hockaday, W. T.
Jeffries, H. U.
Johnston, L. A. M.
Joseph, Mr. and Mrs.
E. S.
Jostling, Lt.-Col.

Adams, P. R.
Anderson, Mrs. K.
Arnold, J.
Bain, H. Murray
Battiscombe, H. G.
Beattie, R. B.
Bell, R.N., Engr.-Lieut.
H. F.
Bierdick, A. Van (Vice-Consul for Belgium)
Birbeck, R. J.
Biss, Capt. R. A.
Binney, S.
Bissell, W. S.
Brewer, H.
Brighton, F. G.
Campbell, L. F.
Carier, A.
Chichester, D. A. A. G.
D.S.O., Major A. A. G.
Chichester, Mrs. A. A.
Clark, M. O.
Clark, T.
Clarke, Mr. and Mrs.
T. W.
Colvin, H. E.
Connor, J. L.
Cruickshank, A.
Davies, F. O.
Donald, Mr. and Mrs.
W. H.
Douglas, Capt. & Mrs. J.
Dowley, Mr. and Mrs.
W. A.
Downing, T. C.
Drew, Mrs. E.
Einstmann, W. T.
Steibing, W. T.
Stevens, Rev. A. J.
Sutherland, P. D.
Tetsch, J.
Thomas, H. P.
Thompson, Mr. & Mrs.
Fuller, Stuart J.
(American Vice-Consul General)
Unbehau, C. H.
Ward, G. G.
Wishart, J. B.
Wood, G. C.
Hewitt, Hon. and Mrs. J. E. A.

Almond, Capt. & Mrs.
Russell
Barnes, Mr. W. H. S.
Reebs, K.
Bingesser, Chas.
Chipman, Geo. R.
Claridge, F. H.
Colahan, Mr.
Courtney, Miss A. E.
Cunningham, Mr. and Mrs.
A. B.
Delaney, L. T.
Dobbins, Mrs. Max.
Ehrhardt, Capt. W.
Ginner, Otto
Givofsky, Major John F.
Hazelton, Ross J.
Helie, C. E.
Holt, Ed.
Jack, Mrs. C. M.
Jackson, Mrs. and child
Kent, Capt. W. E.
Krebs, Capt. H.
Lack, Dr.

Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief

HONGKONG.

Hall, Capt. T.
Humphreys, W. M.
Hunter, R.
Innes, Capt. R.
Jameson, Mr. and Mrs.
J. W.
Joki, J. P. F.
Joughin, J. C.
Logan, W.
Marriott, D. O.
McDonagh, W. J.
McGregor, Mr. & Mrs.
J. S.
Moore, Dr. and Mrs.
W. B. A.
Moreno, A. (Consul General of Panama)
Newborn, Mr. & Mrs.
R. H.
Newington, A. G.
Osburne, J. H.
Packer, B. L.
Patey, Mrs. E. O.
Peake, W.
Penniman, L. E.
Perkins, Mr. and Mrs.
T. L.
Firey, Mr. and Mrs. F. P.
Powell, W. A.
Preshaw, C. M.
Reid, H. I.
Roch, Mrs. J. S. and child
Shepherd, E. D.
Skinn, A.
Spittles, J. S.
Stebbing, W. T.
Stevens, H.
Stevens, Rev. A. J.
Sutherland, P. D.
Tetsch, J.
Thomas, H. P.
Thompson, Mr. & Mrs.
Thompson, Miss H. M.
Uffel, W. Von.
Unbehau, C. H.
Ward, G. G.
Wishart, J. B.
Wood, G. C.
Wright, Mr. & Mrs. T. E. A.

KING EDWARD.

Almond, Capt. & Mrs.
Russell
Barnes, Mr. W. H. S.
Reebs, K.
Bingesser, Chas.
Chipman, Geo. R.
Claridge, F. H.
Colahan, Mr.
Courtney, Miss A. E.
Cunningham, Mr. and Mrs.
A. B.
Delaney, L. T.
Dobbins, Mrs. Max.
Ehrhardt, Capt. W.
Ginner, Otto
Givofsky, Major John F.
Hazelton, Ross J.
Helie, C. E.
Holt, Ed.
Jack, Mrs. C. M.
Jackson, Mrs. and child
Kent, Capt. W. E.
Krebs, Capt. H.
Lack, Dr.

PEAK.

Anderson, Miss
Austin, F.
Barnes, Mr. and Mrs.
Brady, Dr. & Mrs. N.
Brewin, Hon. and Mrs.
A. W.
Burns, Mr. and Mrs.
Carruthers, E. S.
Clegg, Engr.-Lieut.
Mrs. H. J.
Clothier, A. N.
Clothier, Mr. and Mrs.
H. W.
Cobden, A. S.

Mails.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS," Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 21st August, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Ville de la Ciotat* bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *CALEDONIE* 4th September.

S.S. *POLYNESIE* 18th September.

S.S. *SALAZIE* 2nd October.

G. DE CHAMPEAUX, Agent.

Hongkong, 8th August, 1906.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship "DELHI,"

Captain J. D. Andrews, R.N.R., carrying H.M. Majesty's Mails, will be despatched from this port BOMBAY, on SATURDAY, the 25th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Victoria*, 6,522 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Exeter*, due in London on the 7th October, 1906.

Parcels will be received at this Office until P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 11th August, 1906.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
<i>Tremont</i>	9,606	T. W. Garlick	22nd Aug.
<i>Platides</i>	3,753	F. G. Purington	15th Sept.
<i>Lyra</i>	4,417	G. V. Williams	29th Sept.
<i>Shawmut</i>	9,606	E. V. Roberts	24th Oct.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 3rd August, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship "ATHOLL" 8th September.

For Freight and further Information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 9th August, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPERS, or old ENVELOPES to be made into books for the Children of the Poor Schools, who are taught by the Sisters.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 22nd April, 1897.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY * * * *

WHISKY, FINE MALL

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

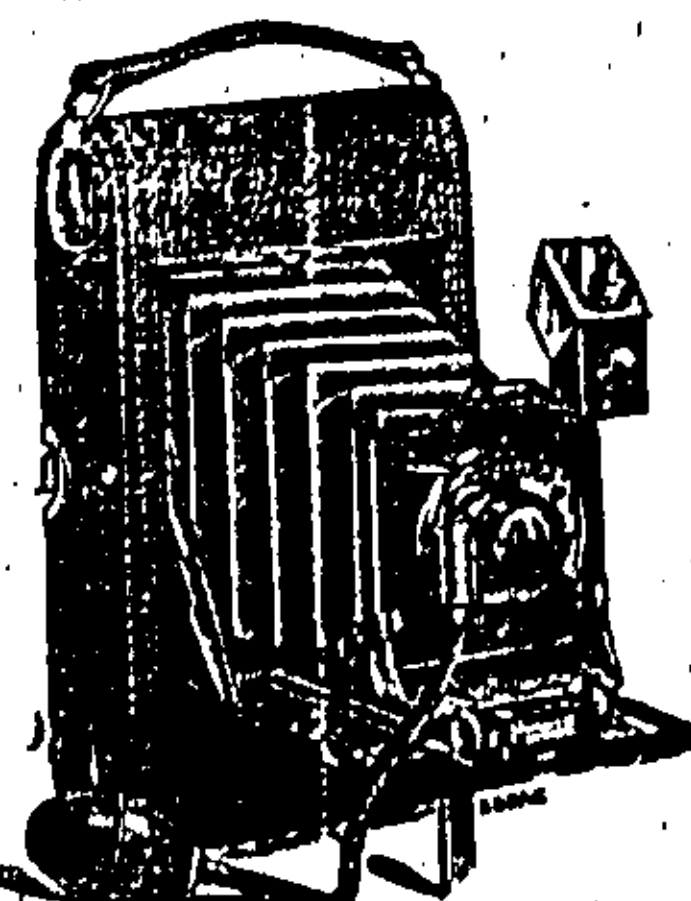
REQUISITES.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION. Hongkong, 16th May, 1901.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	70,000	\$125	\$125	{ \$1,000,000 \$950,000 \$50,000 }	\$1,699,777	{ \$1 15/- div. and \$1 bonus @ ex. 2/0 9/16 } = \$26.87 for 2nd half-year 1905	5 1/2 %	{ \$850 buyers (London 94.10/- \$47 sales
National Bank of China, Limited	99,925	£7	£6	{ \$1,600,000 \$1,477,953 \$122,047 }	\$74,099	\$2 (London 3/6) for 1913	...	\$330
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	\$211,540	\$20 for 1904	6 %	\$330
North China Insurance Company, Limited	10,000	£15	£5	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	Tls. 302,953	Interim div. of 7/6 @ ex 2/10 15/16	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	\$2,792,271	Interim div. of \$3 1/2 for 1905	4 1/2 %	\$800 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	\$344,458	\$6 for 1904	6 1/2 %	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	\$422,618	\$25 for 1904	7 1/2 %	\$320 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$6,000 \$264,387 \$88,941 }	\$6,563	\$1 1/2 for 1905	7 1/2 %	\$21 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$500,000 \$500,000 \$500,000 }	Nil.	\$3 1/2 for year ended 30.1.1905	7 1/2 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$6 1/2 b. ex div.
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	£24.2	10/- @ ex. 2/1 9/16 = \$1.69	6 1/2 %	\$73 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 60 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	Tls. 23,156	Final Tls. 14 making Tls. 3 1/2 for 1905	6 1/2 %	Tls. 51 sales
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	£107,815	1/- (Coupon No. 6) for 1905	4 %	27/- buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	\$218	{ \$1.50 } for year ending 30.4.1906	{ 1 1/2 % 3 1/2 % }	{ \$29 \$20
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	Tls. 13,913	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
PEPPERIES.								
China Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$850,000 \$450,000 \$400,000 }	\$40,914	Final of \$15 making \$35 for 1905	6 1/2 %	\$150 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$850,000 \$450,000 \$400,000 }	\$132,588	\$3 for 1897	...	\$21 1/2 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$850,000 \$450,000 \$400,000 }	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 200 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$80,000 \$26,011 none }	£13,355	1/- (No. 6) interim div. for 12 months } ending 28.2.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited	500,000	G \$10	G \$10	{ \$80,000 \$26,011 none }	G \$90,050	Final of 50 cents making G \$1 for 1905	7 %	G \$14 nominal
South Australian Gold Mining Company, Limited	50,000	£1	£1	{ \$80,000 \$26,011 none }	£4,873	No. 12 of 1/- = 48 cents	...	16 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000 \$50,000 \$20,000 }	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$500,000 \$450,000 \$50,000 }	\$20,040	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$16
Wharf and Godown Company, Ltd.	10,000	\$50	\$50	{ \$500,000 \$450,000 \$50,000 }	\$49,500	\$6 for second half-year making \$12 for 1905	7 1/2 %	\$152 sellers
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	{ \$38,000 Tls. 100 Tls. 100 }	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	57,000	Tls. 100	Tls. 100	{ \$1,000,000 Tls. 1,000,000 Tls. 50,000 }	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 1/2 %	Tls. 96
Shanghai and Hongkew Wharf Company, Limited	30,000	Tls. 100	Tls. 100	{ \$1,000,000 Tls. 1,000,000 Tls. 50,000 }	Tls. 57,651	Final of Tls. 8 making Tls. 14 for 1905	6 %	Tls. 240
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$1,000,000 Tls. 1,000,000 Tls. 50,000 }	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ \$1,000,000 Tls. 1,000,000 Tls. 50,000 }	none	First year	...	Tls. 102 sales
Astor House Hotel Company, Limited (Shanghai)	7,000	\$25	\$25	{ \$1,000,000 Tls. 1,000,000 Tls. 50,000 }	\$14,516	\$2 1/2 for year ended 30.6.1905	7 1/2 %	\$22 sales
Central Stores, Limited	6,000	\$15	\$15	{ \$1,000,000 Tls. 1,000,000 Tls. 50,000 }	none	\$2.40 on \$12 for 1905	13 1/2 %	\$15 sales
Do. (new issue)	24,000	\$15	\$15	{ \$1,000,000 Tls. 1,000,000 Tls. 50,000 }	£4,719	7 % on \$7 1/2 for 1905	...	\$153 sales
Do. (Founders)	123	\$15	\$15	{ \$1,000,000 Tls. 1,000,000 Tls. 50,000 }	£619	None	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$500,000 \$450,000 \$50,000 }	\$67,839	\$5 for second half-year making \$10 for 1905	8 %	\$120 sales & b.
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$500,000 \$450,000 \$50,000 }	\$250,000	Interim div. of \$3 1/2 account 1905	6 1/2 %	\$110
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ \$500,000 \$450,000 \$50,000 }	Tls. 1,935	Final of 6 % = 10 % for 1905	15 1/2 %	Tls. 16 sellers
Hotel Metropole Company, Limited	7,000	Tls. 25	Tls. 25	{ \$500,000 \$450,000 \$50,000 }	none	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$500,000 \$450,000 \$50,000 }	\$50,070	80 cents for 1905	7 %	\$11 1/2
Kowloon Land and Building Company, Limited	7,000	\$50	\$50	{ \$500,000 \$450,000 \$50,000 }	\$74	\$2 1/2 for 1905	6 1/2 %	\$38
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ \$500,000 \$450,000 \$50,000 }	Tls. 869,933	Tls. 3 for half-year 1906	5 1/2 %	Tls. 110 ex d. s.
West Point Building Company, Limited	12,500	\$50	\$50	{ \$500,000 \$450,000 \$50,000 }	Tls. 170,000	Interim div. of \$2 account 1906	8 %	\$50 sellers
COTTON MILLS.								
Lwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ \$500,000 \$450,000 \$50,000 }	Tls. 45,939	Tls. 8 for year ended 31.10.1905	10 %	Tls. 79 buyers
Hongkong Cotton Spinning, Weaving and Dyeing } Company, Limited	125,000	\$10	\$10	{ \$500,000 \$450,000 \$50,000 }	\$30,000	\$1 for the year ending 31.7.05	7 %	\$141 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ \$500,000 \$450,000 \$50,000 }	Tls. 100,000	3 % a/c 1898	...	Tls. 64 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$500,000 \$450,000 \$50,000 }	none	Tls. 8 for 1905	10 1/2 %	Tls. 76 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ \$500,000 \$450,000 \$50,000 }	Tls. 18,456	Tls. 25 for 1905	8 1/2 %	Tls. 300 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ \$1,000,000 \$950,000 \$50,000 }	none	\$7 for 1905	7 1/2 %	\$90 buyers
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	{ \$1,000,000 \$950,000 \$50,000 }	£814	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$1,000,000 \$950,000 \$50,000 }	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,000,000 \$950,000 \$50,000 }	Nil.	\$1 for 1904	...	\$11 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ \$1,000,000 \$950,000 \$50,000 }	Tls. 50,000	Final of Tls. 5 making Tls. 10 for 1905	16 1/2 %	Tls. 60 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,000,000 \$950,000 \$50,000 }	none	60 cents for year ended 28.2.06	6 %	110 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$1,000,000 \$950,000 \$50,000 }	\$1,581	80 cents for 1905	9 %	\$92 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$1,000,000 \$950,000 \$50,000 }	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$1,000,000 \$950,000 \$50,000 }	\$12,391	Int. div. of 75 cents for 1st year ended 30.6.06	7 1/2 %	\$22 1/2 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$1,000,000 \$950,000 \$50,000 }	\$20,893	\$2 1/2 for year ending 28.2.06	10 %	\$25 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$1,000,000 \$950,000 \$50,000 }	\$2,568	{ 65 cents } for 10 months ending 28.2.06	8 %	\$14 1/2
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$1,000,000 \$950,000 \$50,000 }	\$2,796	3 1/2 for year ending 30.1.1904	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$1,000,000 \$950,000 \$50,000 }	\$3,776	Int. div. of \$4 for 1st year ended 30.6.06	8 %	\$236 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$1,000,000 \$950,000 \$50,000 }	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$29
Hongkong Steam Waterworks Company, Limited	15,000	\$10	\$10	{ \$1,000,000 \$950,000 \$50,000 }	\$88	Final of 50 cents making \$1 for the year	11 1/2 %	\$84
Maatschappij tot Mijn- & Bosch-en Landbouw- } exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603 none }	Tls. 10,574	{ second interim div. of Tls. 7 1/2 making } Tls. 15 so far a/c yr. ended 31.10.06	10 %	Tls. 22 1/2 buyers
Philippine Company, Limited	67,500	\$10	\$10	{ Tls. 547,500 Tls. 27,603 none }	Dr. P. 24,324	None	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 82,500 Tls. 82,500 }	Tls. 11,017	Interim dividend of Tls. 3 1/2 account } 1906	6 1/2 %	Tls. 126 1/2 ex div
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000 Tls. 8,000 }	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 45,000 Tls. 37,000 Tls. 8,000 }	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	9 1/2 %	Tls. 1.2 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 Tls. 25,000 }	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited	{ 7,200 7,200 7,200 }	{ £20 £20 £20 }	{ £20 £20 £20 }	{ Tls. 190,000 Tls. 190,000 Tls. 190,000 }	Tls. 85,592	{ Interim div. of 15/- for 1st year 1906 } Interim div. of 5/- for 1st year 1906	...	Tls. 360 Tls. 278
Steam Laundry Company, Limited	20,000	\$25	\$5	{ Tls. 15,295 Tls. 4,000 Tls. 4,000 }	Dr. \$41,934	None	...	\$20
Hentain Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 Tls. 4,000 }	Tls. 1,012	50 cents for year ended 31.5.05	8 1/2 %	\$6
United Asbestos/Oriental Agency, Limited } Do. (Founders)	{ 9,900 100 }	{ \$10 \$10 }	{ \$10 \$10 }	{ \$300,000 \$25,000 \$25,000 }	\$752	{ 70 cents } for year ended 31.5.1906	{ 7 1/2 % 5 1/2 % }	{ \$8 \$150
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$25,000 \$25,000 }	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
William Powell, Limited	15,000	\$10	\$10	{ \$300,000 \$25,000 \$25,000 }	\$4,500	Interim div. of 50 cts. for the year 1905/6	10 %	\$10 buyers
DIVIDENDS PAYABLE								
Hongkong and Shanghai Banking Corpn. Hongkong and Whampoa Dock Co., Ltd., Astor House Hotel Co., Ltd., (Shanghai), Shanghai & Hongkew Wharf & Godown Co., Maatschappij tot Mijn- & Bosch-en Land- bouwexploitatie in Langkat						{ \$1.15 \$6 \$3 Tls. 8	18th August 20th August 18th August 15th September	